



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090023-E

Mode: Highway

Status: Submitted

I-73, I-74, US-220

From/Cross Street: North of SR 1002 (Spies Road)

Specific Improvement Type: 17 - Upgrade Freeway to Interstate Standards

To: North of US 220 Alternate

Project Category: Statewide Mobility

Length: 3.09

TIP#: I-4406E

Fully Funded in Draft STIP? No

Cost to NCDOT: \$10,820,000

Description:

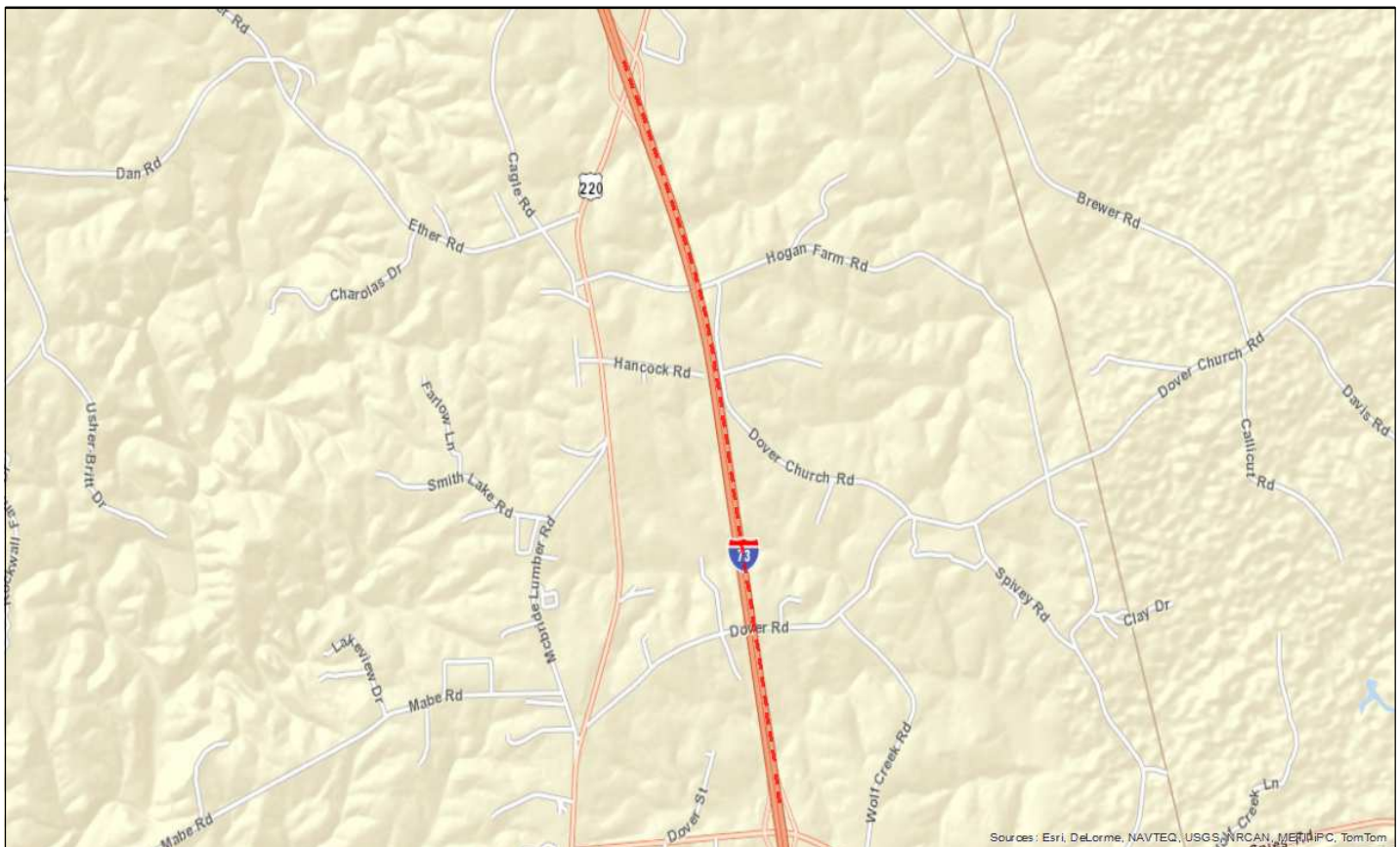
South of Steeds to North of Emery. Upgrade to interstate Standards. Section E: North of SR 1002 (Spies Road) to North of US 220 Alternate..

Division(s): Division 8

County(s): MONTGOMERY

MPOS(s)/RPO(s): Piedmont Triad RPO

Project Location



Statewide Mobility Total Score: 8.5

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%)	14.01	N/A	N/A
[Travel Time] Benefit/Cost (30%)	0.00		
Congestion (V/C) (30%)	17.13		
Safety (10%)	5.36		
Economic Competitiveness (10%)	0.23		
Totals: Weight: 100% Weighted Score: 8.5			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	17.13	Percent: 15% Points:	Percent: 15% Points:
Safety (10%)	5.36		
[Travel Time] Benefit/Cost (25%)	0.00		
Accessibility / Connectivity (10%)	23.00		
Totals: Weight: 70% Weighted Score: 7.12			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (20%)	0.00	Percent: 25% Points:	Percent: 25% Points:
Congestion (V/C) (20%)	17.13		
Safety (10%)	5.36		
Totals: Weight: 50% Weighted Score: 3.96			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	64
Length (miles):	3.09
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	13000
Capacity:	65400
Volume/Capacity Ratio:	0.2
% Autos:	78%
% Trucks:	22%
Truck Volume:	2802.12
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	16.09
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	0
Actual Congested Speed:	64
Travel Time Index:	1.01

Project Benefits

Project Cross-Section:	
Speed Limit:	64
Length (miles):	3.09
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	1
% Change in Economy:	3.59E-06
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 8

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 8	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Piedmont Triad RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$10,800,000	TIP Unit
Right-of-Way Cost:	\$20,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$10,820,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$10,820,000	